

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No. 9

UNIFORM CONTRACTS

NAM Behind Anti-Union Legislation

On April 17, 1947, the House of Representatives by a vote of 308 to 107 adopted the Hartley Bill and on May 13, 1947, the Senate by a vote of 68 to 24 adopted the Taft Bill.

Both of these bills have been, are and will be opposed by the Labor Movement and by all right-thinking Americans.

These two bills were referred to a conference committee of both houses of Congress to attempt to harmonize the difference between the provisions thereof, and report to both houses one bill for adoption or rejection and, if adopted by both houses by majority vote of each house, then referred to the President, who must, within ten legislative days, approve or veto the bill, or after ten such days it becomes a law.

The supporters of the Taft-Hartley bills admit the purpose is to hamper and restrict the freedom of action by Labor Unions, which both of these bills do. They seek to make it appear that all industrial-management strife is chargeable to autocratic, dictatorial leadership of Labor Unions. They state that protests against the Taft-Hartley bills may be expected from Labor Union officials, but such protests should

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Hunter Box Co. Unfair to 716

Teamsters Local 716 has filed charges of unfair labor practices against the Hunter Corrugated Box Co. and is picketing the company's plant, at 317 West Kansas St., Indianapolis, in a strike, called as a result of the firm's refusal to bargain collectively.

The charges were filed with the National Labor Relations Board, according to a report made to the State Drivers Council and Teamsters Joint Council No. 69 by Edward T. Carlson, union president and business representative.

Carlson charges the company with discriminatory discharge of employees, coercion and attempting to exert influence against the union among its employees.

Striking employees have reduced the company's operations to 30 per cent of normal and threaten to close it completely.

Former Teamster Decorated



Courtesy Indianapolis Star

After driving a truck for several years as member of Teamsters' Local 135, Indianapolis, Robert Guy Miller (right) joined the Navy and became an aviation machinist's mate, 2nd class, and now has received the Distinguished Flying Cross and the Air Medal with two Gold Stars in recognition of his service. You see him here in the uniform of the Indianapolis Police Department, which he joined after the war. The awards were made at a naval ordnance plant ceremony by Capt. George P. Kraker, commanding officer of the plant. Attending the ceremony were members of Patrolman Miller's police training class, Mayor Robert H. Tindall, Police Chief Howard Sanders and other public officials.

Teamsters! Help Defeat Act By Writing to President

The Taft and Hartley Bill written by the National Manufacturers' Association and passed by both Houses in Congress, has come out of Conference.

If the combination bill is finally passed by the Senate and goes to the President for signature or his veto, there will be about ten days for the President to hold that bill.

This means you Teamsters have ten days in which to write or wire President Truman explaining in your own words why this bill should not be signed.

It is up to every member of organized labor to help in the battle being waged by Congress to crush organized labor.

Do your part now, Teamsters! Write to President Truman. Tell him you do not want your wages cut 50 per cent or more.

In case President Truman vetoes the bill and it goes back to the Senate for final vote, address letters or telegrams to Senators Homer E. Capehart and William E. Jenner, (Senate Office Bldg., Washington, D. C.) Tell these senators how you feel about the Taft-Hartley Bill.

Davis Gets Five-Year Bakery Contract

C. E. Davis, president of Teamsters Local 188, has obtained a five-year contract with the five major wholesale baking companies of Indianapolis.

Approximately 250 sales drivers receive improved working conditions by the new agreement.

The contract will be reopened annually for wages and hours.

Companies signing after brief, friendly negotiations, are: Won-

der, Colonial, West, Tasty and General.

Assisting President Davis were committeemen:

Earl Gibson, Lloyd Evans and O. B. Keller, West;

Leonard Bea, William Bennett and Elmer Mullen, Wonder;

Carl Serber, Herschel White and John Spaulding, Colonial; Herbert Brattain, Roy White and Frank Hadley, General;

Felix Maris, George Dugger and Richard Feltman, Tasty.

Chambers Has Program To Provide Master Pacts For Central Indiana Units

Teamsters Joint Council No. 69 has adopted a plan to work for uniform contractual agreements by crafts for all 11 Teamster locals in Central Indiana.

These locals include five in Indianapolis and extend from Muncie and Richmond to Terre Haute and Clinton, and north to Kokomo and Lafayette.

Bauer Heads Indiana Group In Conference

All the Teamster unions in Indiana which have produce drivers will become affiliated with a new Mid-West Area conference, if plans materialize which are now being worked out by representatives of a dozen or more states centering around Indiana.

Purpose of the conference is to promote harmony in the industry and that means uniformity in contractual agreements and a general uplift of service to the employers and the public.

The new conference has had three meetings, officially sanctioned by the International Brotherhood, one of them in Cincinnati and two in Chicago.

Officers elected to date are John Cimino, of Cleveland, chairman; and Harvey Bier-

(Continued on page 4)

Practically all work performed by members of these locals is in five categories. In each class, two or more locals have members working under union contracts, which have been obtained by the individual locals, and not always in the past drawn necessarily in strict conformity with a similar contract obtained in another locality.

For instance, Locals 188, Indianapolis; 759, Kokomo; 369, Muncie; and 691, Richmond, have members working for Omar Bakeries, Inc.—to name only one group of bread drivers in the area—and it is naturally practicable for the four Omar locals to have a uniform agreement with that company.

So it will be with all locals in this area having other bread contracts, moving furniture, city freight, produce, construction materials, etc., when the plan gets into operation.

The plan to codify the total of 75 or more working contracts obtained periodically by the 11 locals was proposed and outlined in detail by O. B.

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On the Line With 369

By D. E. MAHONEY

We have contracts signed for another year with the Dr. Pepper Bottling Co. of Muncie, Grant Iron and Co. of Marion, and four beverage companies of Anderson and the one in Elwood. All contracts were settled for a nice increase.



We have added to our staff, Johnnie Baden of Elwood. Johnnie is now Representative over the Anderson, Alexandria and Elwood territories.

We lost three good members at Omar last month: William Quirk, Loran Miller and Clyde Campbell.

ATTENTION MEMBERS OF 369!

PLEASE USE MEADOW GOLD PRODUCTS. DIETZEN BAKERIES UNFAIR TO ORGANIZED LABOR.

WEDDING BELLS!

Remember this date, June 7, 1947!—Moffield is going to take that fatal step.— AGAIN! (Main Street Methodist Church, Muncie—2:00 p.m.)

Brother Ray Brown of the Hardesty Trucking Co. died of injuries received while unloading a truck in Louisville, Ky., on May 3. Our deepest sympathy goes to his family. Brother Brown had been a member in this Local Union since 1939 and had worked for Hardesty Trucking for many years.

The next regular meeting of Local Union No. 369 will be held Sunday, June 8, at the Labor Temple in Anderson, 10:00 a.m.

331.88
33.85
6.73

Free Enterprise

The American way of life has prospered in the idea that "man is both too weak to wield unlimited power and, thank God, too strong to submit to it."

No one has found "ringing words" for expressing the ideas wrapped up in the concept of the American way of life, but to me it certainly means all these ideas: equal opportunity for all; personal liberty consistent with full personal responsibility; no leaning on a beneficent or a bankrupt government (the only difference being one of time); no coercion by anyone; no favors or benefits by government to one class of its people because of political pressures or with the purpose of gaining votes; no interference with the economic life of the nation except when clearly in keeping with the national interest—the interests of all the people—no taking from one group for giving to another, or, in even simpler terms, the Golden Rule from the Sermon on the Mount.

It is a system based on the idea of a "fair field and no favors," a "profit and loss" system in which the citizen backs his own judgment with his efforts. If the two combine to produce a result pleasing to the public, the citizen gets his rightful reward. On the other hand, if he doesn't do what the public wants, he pays for his own mistakes.

It is a system of rigid discipline which develops a sense of responsibility, for it provides an adequate incentive for a wise effort and adequate penalty for an unwise undertaking.

It is surprisingly strange to me that any man believing in democratic principles would have so little faith in the people and their composite wisdom as to believe that a few are competent to manage the entire national economy, and that if competent men could be found, they should be entrusted with that responsibility.—John Hancock.

Indiana's 9 Sadists

Nine Indiana members of the House of Representatives voted for the vicious Hartley anti-labor bill which passed the House last week, 308 to 107.

Rep. Ray Madden of Gary was the only Hoosier solon to vote against the bill.

Rep. Louis Ludlow of Indianapolis, who has been ill, did not vote.

Voting for the bill and against the working men and women of Indiana were the following:

Reps. George Gillie, Fort Wayne; Robert Grant, South Bend; Charles Halleck, Rensselaer; Forrest Harness, Kokomo; Noble Johnson, Terre Haute; E. A. Mitchell, Evansville; Raymond Springer, Connersville, and Earl Wilson, Huron.

Meeting Nights—When and Where

LOCAL No. 11—Auditorium, 210 N. Fulton Ave., Evansville. Regular meeting, first Tuesday of month, at 9 a. m. and 4 p. m.

LOCAL No. 188—28 W. North St., Indianapolis.
Executive Board, second Wednesday of month, 4 p. m.
Wholesale Bread, first Tuesday of month, 4 p. m.
Wholesale Cake, Cracker and Pie, first Tuesday of month, 7 p. m.
Kraft Foods, Inc., Blue Valley Creamery and Purity Foods, Inc., third Tuesday of month, 7:30 p. m.
Dairy employes, third Wednesday of month, 7:30 p. m.
Retail Bread, third Thursday of month, 7:30 p. m.
Wadley Co., last Tuesday of month, 5:30 p. m.
General Meeting for all crafts, first Tuesday of March, September and December, 8 p. m.
No meetings through June, July and August.

LOCAL No. 193—28 W. North St., Indianapolis.
Executive Board, second Friday of month, 7 p. m.
General Meeting, second Friday of month, 8 p. m.

LOCAL No. 218—Auditorium, 210 N. Fulton Ave., Evansville.
General Meeting for all drivers, first Sunday of month, at 2:30 p. m.

LOCAL No. 233—28 W. North St., Indianapolis.
All members, first Wednesday of month, 8 p. m.

LOCAL No. 384—232 1/2 S. Michigan St., South Bend.
General Meeting, third Sunday of month, 10 a. m.

LOCAL No. 543—Lafayette—103 N. Sixth St., third Monday of month, 7:30 p. m.
Frankfort—Labor Temple, last Saturday of month, 7:30 p. m.
Goodland—Library, last Wednesday of month, 7:30 p. m.
Dairy Employes—Fourth and Columbia Sts., third Tuesday of month, 7:30 p. m.
Ice and Coal—103 N. Sixth St., second Friday of month, 7:30 p. m.

LOCAL No. 691—Richmond—Eagles Annex, second Saturday of month, 2:00 p. m.
Lawrenceburg—Noppert's Hall, first Friday of month, 7 p. m.
Connersville—AFL Hall, Bread Drivers, first Monday of month, 7 p. m.
Res and Bunzendahl Drivers, last Saturday of month, 2:30 p. m.

LOCAL No. 716—28 W. North St., Indianapolis.
Notice: No meetings will be held by Local 716 through June, July and August. Regular meetings start in September as scheduled.
Ready Mixed Concrete, first Monday of month, 8 p. m.
American Aggregates, first Tuesday of month, 8 p. m.
Private Owners, first Wednesday of month, 8 p. m.
Electric and Glass Companies, second Monday of month, 8 p. m.
Ice Companies, second Tuesday of month, 8 p. m.
General Contractors' Employees and General Meeting, last Friday of month, 8 p. m.
Executive Board, first Friday of month, 8 p. m.

LOCAL No. 769—Labor Temple, 512 E. Sycamore St., Kokomo.
Regular Meeting, first Saturday of month, 8 p. m.

Local 135 Thanks Int'l Officials In Ending Strike

Reporting the satisfactory termination of its eight-day strike against city freight truckers of Indianapolis, E. J. Williams, of Teamsters Local 135, told the Indiana State Drivers Council:

"We want to thank the International officials for helping us in a particularly serious situation. This strike was a keg of dynamite and no one can tell what the outcome would have been except for the aid given us by Brother Thomas E. Flynn, assistant to the International President, Brother Norman Murrin, and Lester Hunt, who handled our public relations. These men exerted an influence over both the employers and our members which brought about a speedy agreement."

The strike ended May 8 in a compromise, giving city freight drivers 18 cents an hour increase and dock workers 20 cents increase. All 1,400 members receive double time for holidays worked; time and one-half for all work performed over eight hours in any one day; two weeks' vacation after five years and one week after one year; and other improvements in working conditions.

Members of the union committee, additional to E. J. Williams, included Fred Marshal, president; Jesse McClure, Bernard Lewis, Albert Carlisle, Robert White, Francis Kriner, Ralph Eastes and Robert McClain, George A. Acton and Leo Collins, business agents.

Truck Strike Notices Decline in Indiana

WASHINGTON—Union notices of intention to strike, filed during April with the Labor Department, increased slightly over the number filed in March, but those involving the trucking industry showed a slight decrease, dropping from 15.1 to 14.2 per cent of the total.

A total of 892 notices were filed in April against all industries, compared with 861 in March. Of the total, 127 were directed at the trucking industry, compared with 130 in March.

The April notices involved 526 trucking companies and 17 employer associations. Of the total, 108 notices were filed by the International Brotherhood of Teamsters.

The notices involved seven for-hire carrier association and 111 for-hire companies; ten private carrier associations and 346 companies. Fifty-six of the notices involved more than one trucking company.

Illinois led all the states with 19 notices. Indiana was second with 16 and Pennsylvania third with 13.

The Indiana Teamster

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Vol. VI No. 9

SWEDE WAECHTER

Up to Date With 188

With bread—all sorrows are less.



We have 21 contracts open June 1. Brothers and Sisters, that means a lot of work and sleepless nights for some of you, but then that is the reason you were chosen on your respective negotiating committees! You are union-minded and honest in your opinions and will do a good job for all concerned.

Karl Stevens (Stevie to you mugs) formerly, of Colonial Baking Company, is now a cake man at Greenman.

PIG KNUCKLE MEYERS—now there is a name for you! Notice,—Tasty Bread Men! If you don't know Pig Knuckle, go down in the garage and get acquainted.

Brother C. E. Davis, President of our Local, had a very hard blow dealt him. He lost one of his best buddies in the death of his father, who passed away Wednesday, May 14, and was buried Friday, May 16. C. E. wishes to thank the Officers and Stewards of Local 188, the Joint Council and various Locals for their thoughtfulness in sending the many beautiful flowers.

FUTURE 188 MEMBERS DEPT.

Mr. and Mrs. Kenneth Craig of Red Dot Foods, an 8 pound baby girl.

Mr. and Mrs. James Quillen of Wonder Bread, a baby boy.
Mr. and Mrs. Paul Hackleman of Wadley Company a 6 1/2 pound baby boy.

Congratulations, folks—wish I could do the same!

Please check your milkman and demand he carry a Teamster Dues Book.

Red Dot Foods is the only company with union-made and delivered potato chips in Indianapolis.

Do not buy Chesty Chips—they are unfair, along with Jackson Foods.

Congratulations to the following men of Omar on their fine safety record.

Without an Accident

Homer Mills, Shelbyville, 10 years;
Marvin Hancock, Indianapolis, 11 years;
O. McCoy, Indianapolis, 12 years;
Pat Murphy, Indianapolis, 13 years;
Worley McLeod, Indianapolis, 15 years.

Brother (Open the door Richard) Kinnaman has a new set of uppers. Dick got his old ones knocked out at the Scabby Red Cab Co. and some people think a Business Agent has all peaches and cream.

Picture of the Week from "Life" magazine. For three months the Union had sat on one side of the table opposite a tall, familiar-looking man who kept saying "no." So in Los Angeles, on May 6, the AFL Retail Clerks put a picket line in front of 13 Grayson stores. The pickets knew the tall man would not respect their line. At one store they chanted, "Stick around and see a Roosevelt pass a picket line." Right on time, tall John Roosevelt passed through the line to his office. A woman jeered, "Your father would turn in his grave." At the week's end, the strike for Union recognition was still on. John Roosevelt commented, "I guess I'm the only Republican in my family."

Do any of you have friends at Furnas Ice Cream Co.? If so, please talk to them and tell them about Union security and our swell Local, as we are trying to organize their plant.

How about you delegates to the CLU—have you forgotten?

BEDTIME STORY

Mama Bear: "Somebody's been drinking my whiskey."
Papa Bear: "Somebody's been drinking my gin."
Baby Bear: "Hi!"

SKIP THE BABY TALK

Photographer: "Now smile and look at the birdie."
Child: "Just pay attention to your exposure so that you don't ruin the damn plate."

DRAMA

Slowly the hand of the clock crept around to the hour and at the first chime the movement started its slow way to the scaffold. Pig Knuckle Meyers had just eaten a hearty meal and his face showed no trace of fear. Upon arrival at the scaffold everything was placed in position and the rope adjusted. With a last look at his watch, Pig Knuckle picked up his brush and went back to work.

HAVE IT DELIVERED UNION!

RIGGERS RAISED BY NEW CONTRACT

A new contract just signed with 13 operators of heavy hauling equipment in Indianapolis gives 25-cents-an-hour wage increases to 150 members of Teamsters Local 135.

The contract is for one year, effective May 1. Emmett J. Williams signed for the union.

NATIONAL DEBT

The \$269 billion national debt amounts to \$1,910 for each man, woman and child in the United States, and costs every person in this country \$36 a year to pay the interest charges.

For a family of four, the debt amounts to \$7,640, and the interest charges cost \$144 a year.

Evansville Cab Co. 100% Organized

EVANSVILLE—Three general assistant maintenance men have become members of Taxi Cab Drivers Local No. 11, which makes the Yellow Cab Company a hundred per cent union. These employees will receive substantial wage increases and are covered by all conditions of the existing contract, which became effective with the pay period of May 12.

Henry Mullen, president, and Lloyd Rhoads, secretary-treasurer, directed the campaign for full union representation.

The Liberty Cab Company and Local No. 11 are operating under a similar agreement, the union announced.

CHAMBERS ARRANGES TRIP TO CALIFORNIA

Special Train Is Provided For Teamsters' Convention

Final transportation arrangements for delegates from Indiana to the International convention of Teamsters in San Francisco can be made by contacting O. B. Chambers, in Kokomo.

Mr. Chambers, as president of Teamsters Joint Council 69 and recording secretary of the Indiana State Drivers Council, has sent a prospectus of the trip to delegates, reading as follows:

Noting the comparatively small number who have expressed an interest in the rail trip to the International Convention, it is felt that perhaps the program offered is too extensive from the standpoint of time and cost.

Time is money to busy conventionites who will, at best, be away for a considerable period and may not want to extend their travels to indulge in extensive additional sightseeing.

There are many ways to go to California. Each rail route has its scenic attractions and National Parks. However, many of these are side-trips involving stopovers and extra side-trip expense.

An alternate plan is suggested for those who desire to go directly west to the convention and still see the best of the Scenic West without extra cost.

The attached itinerary outlines a plan that I think will appeal to a great many delegates from central Indiana and those from surrounding councils who desire to avail themselves of this attractive and economical plan are more than welcome to join us in traveling as an Indiana unit, and thereby maintain the identity and prestige of the home state of the International Brotherhood.

While the departure from Indianapolis is a little early, those from outlying points could come in and stop at a hotel the night before departure and still save money.

Please let me know on the attached reservation blank if you desire to join this group so we can arrange sufficient extra airconditioned tourist sleepers to accommodate our party.

Yours for a Royal Gorgeous Convention Trip,
O. B. Chambers.

ITINERARY

This trip is designed to give the maximum travel interest on a route direct to the convention without side-trips and the attendant stopovers and extra expense.

Aug. 7 Lv. Muncie NYC "Knickerbocker"	6:28 AM (Daylight Time)
Lv. INDIANAPOLIS	7:50 AM (Daylight Time)
Lv. Terre Haute	8:00 AM C. S. T.
Ar. St. Louis	11:30 AM C. S. T.
Lv. St. Louis Missouri Pacific	1:50 PM
Aug. 8 Ar. Royal Gorge	1:18 PM M. T.
Aug. 9 Ar. Salt Lake City D&RGW	7:05 AM
Aug. 10 Ar. San Francisco	8:50 AM P. T.

It traverses a route traditionally known as "thru the Rockies—not around," giving a full day of the most rugged Rocky Mountain scenery. And in the very heart of the Colorado Rockies is the ROYAL GORGE, one of nature's outstanding masterpieces, known the world over. Yet you need only ten minutes to view this magnificent world wonder while your train stops at the base of the Gorge where the chasm walls narrow to a sheer 30 feet and the railroad is suspended from the walls of the canyon over the turbulent waters of the Arkansas River below. No days lost—No side-trip fares—No extra expense.

ECONOMICAL TRAVEL PLAN

Deluxe reclining seat coach will be provided from Indianapolis to St. Louis. Moderately priced tourist sleepers will be arranged for our delegates from St. Louis to San Francisco on the above schedule. The fares via this plan are as follows at the present time:

Round-trip rail fare from Indianapolis	\$100.05
Tourist Pullman lower berth St. Louis to San Francisco	13.28
(or Tourist upper \$10.12)	

TOTAL \$113.33
tax included.

Corresponding fares from Muncie and Terre Haute. Your round-trip railroad ticket is good for three months and may be routed returning via a wide choice of routes.

The only further transportation item to be purchased is your tourist berth returning when the convention is over. There will be no "All-Expense" features and you pay for only what you eat and drink at regular prices.

RESERVATION

MR. O. B. CHAMBERS
436 Armstrong-Landon Bldg.
Kokomo, Indiana.

Please reserve a tourist (Lower Upper) via the Royal Gorge from St. Louis to San Francisco with the Indiana convention party Aug. 7th. I desire to return via route checked below:

1. Royal Gorge Route
2. Via Los Angeles
3. Via Grand Canyon
4. Via Los Angeles and Grand Canyon
5. Via Portland
6. Via Seattle
7. Via Canadian Dockies

Name _____
Address _____
City _____

Coca-Cola Strike Ends in Agreement

Teamsters' Local 185 has reached an agreement with the Coca-Cola Bottling Co. of Indianapolis, which ends the strike called against that company last January.

The agreement provides that all union members be restored to their jobs, with full pay for all time lost in the strike.

Settlement was in accordance with terms suggested by the NLRB, which was hearing charges of unfair labor practices brought by the union against the company in firing 16 members for union activity.

Anti-Labor Bill Goes to Truman

(Continued from page 1)

be disregarded because the workers are for this legislation and they cite a few letters from workers to support this claim.

The effects of this clever and vicious propaganda trick is to challenge the voice of the democratically elected and duly qualified officers of the workers. This has created a serious situation and is effectively impairing the usually successful work of protecting the interests of the workers.

The efforts of the proponents of the Taft-Hartley bills now are to get a bill reported out of conference and passed by both houses of Congress by such large majorities that the President will fear a veto will be overridden. It is the hope of the proponents that they can pass this legislation over a veto of the President, should the final conference bill be vetoed.

To defeat the conference report in the House a majority must vote "No." The membership of the House is 435 and if all members are present and voting, at least 218 will have to vote "No." Only 107 voted "No" on April 17, 1947.

If the President vetoes the bill, that veto can be overridden in the House only if two-thirds of the membership present and voting against the position taken by the President, thus at least 146 members of the House must vote to support the President's veto.

In the Senate there are now 95 members and to defeat the Conference Report, 48 or more senators must vote "No." and if there is a presidential veto, same will be overridden if 64 or more senators vote to override such veto. To sustain a veto at least 32 senators must vote to sustain.

In event of a presidential veto, the bill is defeated unless two-thirds or more of the members of both the House and Senate present and voting vote to override the veto. If either house fails by at least a two-thirds majority to vote to override the veto, the bill is defeated.

To insure that a presidential veto is sustained, at least one-third of each house of Congress must vote to sustain the veto, that is, at least 32 senators and at least 146 representatives. Only 24 senators and 107 representatives voted against this legislation on passage in each house.

This is the most important issue before the Trade Union movement. Those who are behind this legislation are determined, vicious and powerful and unless they are defeated they will succeed in inflicting serious injury, if not practical destruction, on the Free Trade Union Movement and untold damage on the people generally.

RHOADS ON COMMITTEE

EVANSVILLE—Lloyd Rhoads, business representative of Taxicab Drivers' Local 11, has been named chairman of a committee helping arrange for this year's Labor Day celebration, September 1, at Garvin Park.

Appointment was made by John G. Soule, C. L. U. President.

Most Traffic Wrecks at Night Caused by Bad Glaring Lights

By WAYNE M. TIMMONS

Coordinator, Fleet Safety Program, Public Safety Institute,
Purdue University
Writing for The Fifth Wheel

Traffic accident records all testify to the fact that night driving is the most hazardous. This condition exists despite the fact that the flow of traffic is normally much less during the hours of darkness.

Many surveys have been conducted to analyze the flow of motor vehicle traffic during a consecutive 24-hour period. These have revealed that only about one-third as many motor vehicles are using our highways during the hours of darkness as during the daylight hours.

As an illustration of the hazards of night driving, we may refer to the summary of motor vehicle traffic accidents in Indiana for the year 1945. During that period a total of 54,028 traffic accidents was reported, of which 758 were fatal accidents claiming the lives of 860 persons. Of that total, 17,795 of the accidents occurred during the hours of darkness and 390 were fatal accidents. When you consider that 37 per cent of all the accidents and 54 per cent of all the fatal accidents in Indiana in one year occurred during the night time, the matter becomes all the more impressive.

As a general rule, motor freight transportation carriers engaged in "over the road" operations have their equipment exposed to the possibility of being involved in an accident during the most hazardous time of the 24-hour period, as many of them operate from point of origin to point of destination during the night time.

What makes any kind of night driving particularly hazardous?

To answer this question, we must first consider the elements of hazard involved in motor vehicle operation. Then we should compare daytime and nighttime operation and establish the relationship between the known hazards and the time of day.

The one factor that is greatly influenced is the element of visibility during these periods. In the daytime, visibility is restricted only by our individual human limitations, while at night all vision is greatly impaired and we are dependent upon artificial light to enable us to see the ever-changing traffic pattern and road conditions.

When the average motorist gets into his vehicle and turns on the lights, he feels he is ready to be on his way, unless the lights fail to operate completely. Too few drivers take the time and effort to test the lights of the vehicle and make sure that they are working properly on both the upper and lower beams, and that other lights are functioning properly.

The fact that all the lights are in working order is not enough. While they may be lighted, their effectiveness can be greatly impaired by mud, dust, or other foreign objects covering the lens. For this reason, all lights and reflectors should be cleaned before starting a trip at night. A good clear tail-light would prevent many collisions that occur on our highways.

Consult Expert on Lighting

Many drivers would be surprised to know the actual condition of their headlights. A checkup might reveal that the headlights are not properly focused. Improper focus impairs the efficiency of the lights and reduces the range of vision of the driver. When in doubt about it, take the vehicle to a garage where proper tests can be made. An expert on lighting will know whether the headlight beams are of proper intensity and whether they are correctly aligned.

Defects in commercial vehicle lighting equipment were illustrated during our latest Fleet Supervisors' Training Course at Purdue. With the assistance of the Indiana State Police, Harold Sanford, District Supervisor of the Interstate Commerce Commission, and his associates conducted a road-check of vehicles present and pointed out how the lighting system on some of these vehicles could be improved.

The importance of lights to safe operation during the hours of darkness cannot be overemphasized. Every operator of commercial motor vehicles should make sure to properly equip each of his vehicles in this respect and then see that the lighting equipment is properly maintained. The lighting system is of utmost importance in providing the driver with a maximum range of vision and in enabling other drivers to see the unit clearly.

It also is important that the driver possess proper visual qualifications. Darkness restricts the vision of everyone to some degree, but not to the same degree. Some get used to darkness more quickly than others. It is entirely possible for a person to possess normal eyesight for daylight driving and yet at night be troubled by glare or night-blindness.

Persons who know they have difficulty with night driving should refrain from operating a motor vehicle after dark. If it is absolutely necessary for those troubled by glare and night-blindness to drive at night, they should compensate for their handicap by greatly reducing speed and by keeping well to the right side of the road. Anyone should be well rested and wide awake before attempting to drive at night.

As a final point, the habits of each individual driver are an important factor in safe driving at night. Every driver should know that state law requires dimming of the headlights when meeting another vehicle. This operational procedure also is an act of common courtesy to others using the highways. Failure to abide by it may lead to disaster, should a head-on crash result because one of the drivers was blinded by glaring headlights.

It is a matter of courtesy and good judgment also to dim the lights when following closely behind another car, since the driver ahead may be blinded by glare reflected from the rear-vision mirror in his own vehicle.

Indiana state law and Interstate Commerce Commission rules and regulations both require certain protective measures in the event of mechanical failure which makes it necessary to stop a vehicle on or along a highway. Be familiar with these requirements (which apply to all periods of the day), equip your vehicle with the necessary emergency equipment, and be certain that any drivers within your hire are aware of all protective laws and regulations with which they are required to comply.

The hazards of night driving can be greatly reduced, IF

1. Vehicles are properly equipped and maintained.
2. Drivers are aware of personal physical limitations.
3. Everyone practices the laws and courtesies of night driving.

O. B. CHAMBERS**So... This Is Kokomo**

The general meeting of Local Union No. 759 is held the first Saturday night of each month at 8:00 p. m. at the Labor Temple, 512 East Sycamore St., Kokomo.

Local 759 has finished and signed a new contract covering construction for the coming year with all of our contractors. This contract carries a nice increase in pay on all classifications and revised show-up time, with vacations for those working in the construction division of our Local.

We have just completed the contract covering Armour Creameries, after several meetings with the committee headed by O. B. Chambers and assisted by Lee Lantz. Armour employees on the committee were: Byron Zimmerman, Wm. Billman, Clarence Jackson, Omer Gregory, Dora Zumbaugh and Alberts Morrow. Thanks to the tireless efforts of this committee, we have been able to settle our contract for the coming year with the Armour Co. at Rochester. This calls for an increase in pay, with some changes in the seniority clause along with a more liberal vacation clause; a basic work week of 40 hours and a guarantee of 44 hours work per week with the added four hours paid at time and one-half the overtime rate, making a 48-hour straight week guarantee pay. Pay is retroactive to May 1, 1947.

The Omar Bread contract which expires June 1 and also the contract covering the mechanics in the garage has been opened by the four Locals covering this company, namely, 188, 369, 691, 759. These Locals have met with the members and have brought up a blanket request to present to the company.

The committee working on the state-wide city freight contract has drawn up a blanket proposal which will be mailed to all Local Unions in the State of Indiana, and anything pertaining to changes should be sent to this office to be forwarded to Walter Biggs, chairman of the committee.

Any delegates to the International Convention wishing to leave by the way of Indianapolis should immediately send their reservations to our office, 436 Armstrong Landon Bldg., Kokomo, and they will be forwarded to the Railroad Reservation Department at Indianapolis. These reservations should be made as soon as possible, as there will be a raise in rates the first of June.

We, of Local 759, are hoping the weather stays nice, as we have quite a lot of construction work starting in our territory.

Claude Reynolds is back again working for the Mayfield Construction Co. and we welcome him back to our organization.

All members are urged to attend the regular meetings, as at a recent meeting in Wabash, held for our members, there was a lot of good come out of this meeting and a lot of matters were adjusted.

E. C. WILKES**New Agreements for 298**

The open road construction agreement of Joint Council No. 75 has been completed, making a standard working and wage agreement on construction work for Locals 298 of Michigan City, 414 of Fort Wayne, and 364 of South Bend.

Local 298 has signed new agreements with Coca Cola, Lake City Ice Co., Hoosier Ice and Coal Co., Michigan City Dairies and LaPorte Dairies, with nice increases for the men.

Lee Day is back to work at Northern Indiana Steel Supply Co. after his accident which nearly cost him his life. Lee raised his crane into a high tension line.

Lester Harper, steward at Hoosier Ice & Coal Co., will be back to work soon, after his accident. Lee dropped a 400-pound cake of ice on his foot, breaking several bones.

State Federation Election Now On

Officials of the Indiana State Federation of Labor emphasized these important steps in voting for officers of the Federation:

Time—June 1 to July 1.

Eligible—All affiliated locals that have paid per capita tax for October, November and December, 1946, and January, February and March, 1947.

Tabulation Sheet—This sheet must include the signature of at least three members of the Election Committee. It must be signed by the President and Secretary of the local even though they may be Election Committee members. It must have the seal of the local union. If the union has no seal it must have these words, "No Seal."

Return—The tabulation sheet must be returned to the State Federation Office not later than July 5. It must be in an envelope marked "election returns" and must be sent by registered mail.

Killian Named Safety Director

Austin R. Killian, former State Police superintendent, has been named safety director of the Indiana Motor Truck Association.

The appointment was announced by J. E. Nicholas, executive secretary of the association.

Killian was head of the State Police from January, 1945, until Jan. 11, this year. He is a graduate of the Indiana Dental College and was an Army officer in World War I. He served two terms as mayor of Lafayette and was Indiana American Legion commander in 1935.

UNFAIR!

M. O'Connor & Co., 600 Kentucky Ave., Indianapolis, is still unfair to organized labor and should NOT be patronized until further notice.

Uniform Contract Program Accepted

(Continued from page 1)

Chambers, president of the Joint Council, at its regular monthly meeting, May 16.

After considerable discussion by the membership and amplification on its necessity by D. E. Mahoney of Muncie, the plan was unanimously adopted, on motion of S. W. Helton, Lafayette, seconded by E. J. Williams, Local 135.

The program will be worked out by committees representing the various types of employment and composed of representatives of all locals in the Council having members in the particular category.

The chairman of each committee will compile all contracts in his classification now held or proposed by the various locals. From this assembled data the committee can draw up a master contract, to be used by all locals of the area in future negotiations in their particular classification.

All chairmen of committees as appointed by President Chambers are centrally located in Indianapolis. D. E. Mahoney was appointed to represent the outside locals and Chambers explained that he will participate, also, as Council president.

Classifications of employment and committee chairmen are as follows:

Construction; coal and ice—Edward T. Carlson, Local 716.

Produce—Leo Bauer, Local 233.

City Freight, beverages, heavy hauling—Fred Marshall, Local 135.

Furniture movers—Mel R. Atkins, Local 193.

Bread, milk and sales-drivers—C. E. Davis, Local 188.

All contracts are to be approved by Joint Council No. 69 and also the International Union.

Birdsong Advises One Evansville Milk Concern Fair

Central Labor Union, 210 N. Fulton Ave., Evansville, Ind.

Dear Sirs and Brothers:

Our local union is glad to report that the Breezy Heights Dairy Company is now making daily deliveries, both wholesale and retail, anywhere in the city.

This dairy is the only dairy in the city that is fair to our local union. They employ all union route salesmen and inside dairy workers.

Our local union and the members employed at the Breezy Heights Dairy would appreciate the patronage of members of all organized labor.

Please read this letter at your next meeting and ask your members to ask for Breezy Heights Dairy products from their grocery or dial 3-5913, the dairy office, or 2-5438, our union office, for daily delivery at their home.

Thanking you and your local union for all past favors.

Fraternally yours,

C. B. BIRDSONG,
Pres. and Bus. Rep.

RAY HAGEMeyer ILL

EVANSVILLE—Ray Hagemeyer, member of Teamsters Local 11 for five years and delegate to the Central Labor Union, is seriously ill in St. Mary's Hospital here.

STEVEN TOTH**News Aplenty at 520**

Congratulations to Napoleon Ruiz of Calumet Laundry on his successful campaign for the presiding of The Mexican-American Club. This club is one of the largest in East Chicago, composed of American citizens of Mexican parentage. Good Luck to Nap. Invite me over when you have free beer.



Paul Mohler of Dolly Madison thanks all you boys who helped him win on the Republican ticket.

Chet Farster of Samock Brothers claims he caught six big Walleye pike last Sunday on the Kankakee River. He's a Republican, so I think he caught one fish six inches long.

Now I know why they call him Hungry Adams. Joe Burba and Kai Borsists are good eaters too.

The officers of 539 enjoyed the visit with Pete Wilkes of Michigan City, who showed us the movies of his fishing trip last year.

We had meetings with Commodity, Construction, Oil, Ready Mix and City Freight contractors. We are about ready to file Smith-Connollys on all of them.

Walter Schubert of McClellan is supposed to be fixing his lawn. He stands around while his wife and neighbors go to work. He claims a sore back as soon as the baseball game comes on the air. Maybe leaning against a cold bottle of beer chills him.

Nick Vukovich of C. F. Braun is still on the sick list.

Harvey Clack of Ben Crowe is too sick too. We hope he gets well soon.

Walter Bales of Calumet Trucking was passing out cigars last week. I don't know whether it's a new baby or he got out of doing the family washing. Congratulations, whichever it is!

JAMES K. KATZ**Richmond Local 691 Says Hello!**

Porcelain Steel Co. of Connersville has granted members of this local a voluntary increase of ten cents an hour.

Another Connersville employer, the Rex Manufacturing Co., has granted a voluntary increase of seven cents an hour and three paid holidays a year. The company pays 40 cents a week for each employee in an insurance plan. Contract will be opened every 30 days for wages and hours.

We are starting negotiations with Schenley Distillery in Lawrenceburg covering garage employees.

Also we have opened negotiations with Eavy Grocery for drivers belonging to this Union. Local 691 has been certified by the NLRB for a hearing for 15 warehousemen and dockmen.

An NLRB hearing has been ordered for Laughery Gravel Co., Aurora, the owner of which has threatened to shoot anyone talking union on his premises.

Members of Local 691 were saddened to learn of the tragic death of Brother Slayback, burned to death in the truck he was driving for the Martin Box Co. of Aurora. All extend deepest sympathy to the family.

The only Teamster we ever heard of who could drive a mule and not swear all the time is our brother I caught plowing his garden the other day. Instead of belaboring the beast with vile language he was coaxing it along with sweet "Pretty Mule" phrases.

Al Cors, working foreman at the Schenley plant in Lawrenceburg, reports that his newly-born son is doing extra well. Congrats!

This Local has filed a Smith-Connolly notice on Omar Baking Co.

Bauer Chairman Of Produce Group

(Continued from page 1)

man, of Pittsburgh, secretary-treasurer.

Leo Bauer, head of Local 233, Indianapolis, was named by the Indiana State Drivers Council at its May meeting to serve as chairman of a committee for Indiana in the conference. Other members of the committee are Clyde B. Birdsong, Local 215, Evansville; and William Sullivan, Local 362, Hammond. Alternates are Gale Murrin, Local 144, Terre Haute; and D. E. Mahoney, Local 369, Muncie.

No Advertising!

You will notice that no advertising appears in these columns. That is no accident. The Indiana Teamster does not accept advertising of any description. We believe that it is the duty of a Labor newspaper to print the news and views of Organized Labor, and not those of the advertisers. Paid advertising usually hampers the editorial freedom of a newspaper. It has long been a policy of the International Brotherhood of Teamsters to avoid advertising in its official publications. We subscribe to that policy. We represent the Indiana Teamsters, and no one else!